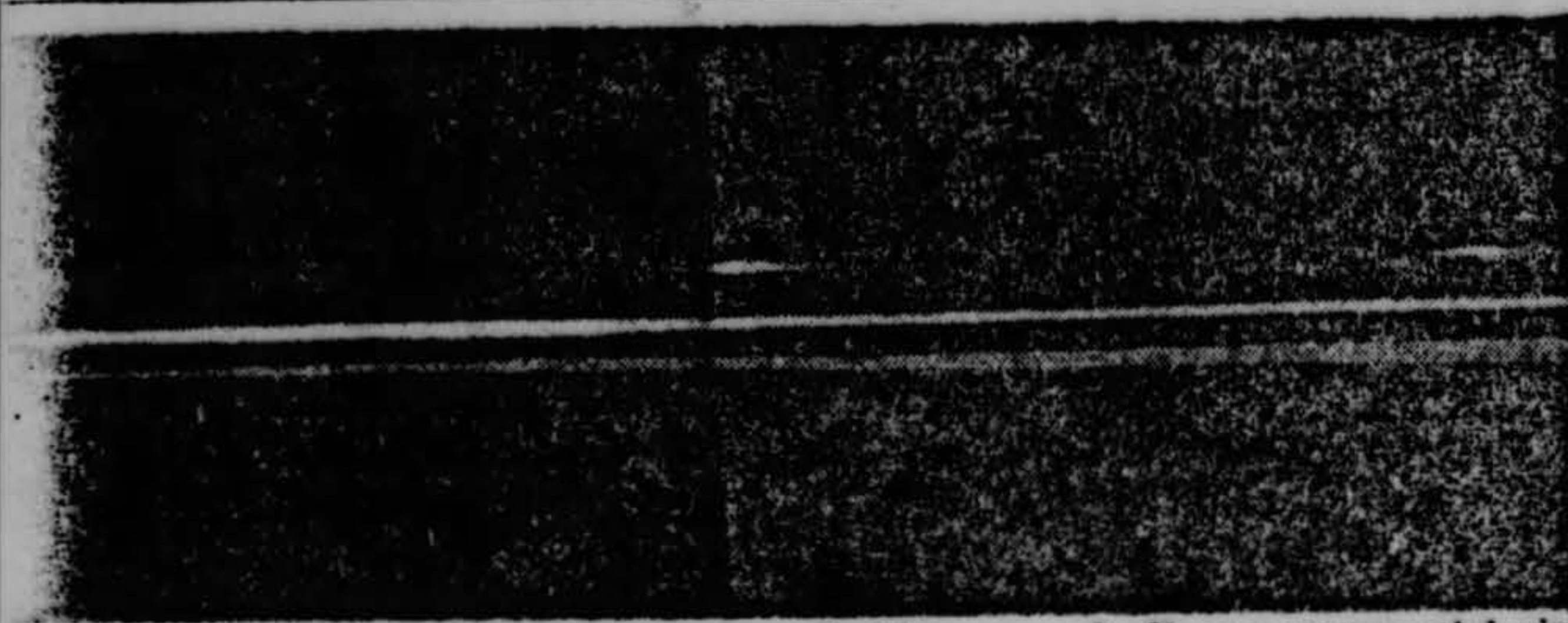


1. DATE - TIME GROUP 31 Dec 59 31/2332Z	2. LOCATION Quantico, Va
3. SOURCE military & civilian	10. CONCLUSION OTHER: GRIMES BEACON LIGHT New type identification lights on airliner. Grimes beacon light.
4. NUMBER OF OBJECTS	
5. LENGTH OF OBSERVATION 6 min	11. BRIEF SUMMARY AND ANALYSIS Multiple observations.
6. TYPE OF OBSERVATION ground & air visual	
7. COURSE - - -	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

FORM
 FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.



ere is the same light, in a time exposure, flashing on and off as a commercial air-
racon of 50,000 candlepower, is mounted at the top of the tail fin. The long streaks
what Marines at Quantico saw the last five nights, not flying saucers.

—Star Staff Photo.

Marines Seeking Flying Saucers Find New Aviation Light

By Jack Jonas

Star Staff Correspondent

QUANTICO, Va., Jan. 5.—The Marines looked for flying saucers last night and saw weather balloons, airplane lights and stars.

Intelligence officers, armed with high-powered night binoculars, scanned the skies above the Marine base for three hours. They were there because for the past five nights sentries reported seeing strange lights in the sky.

The verdict: The sentries had indeed seen something strange to them, but it was merely recently installed powerful anti-collision lights on commercial aircraft.

Today, the sentries were to be briefed on the latest developments in night flying.

Pvt. Norman Vietz of Greenville, Pa., a sentry on duty at the Tank Park in Camp Barrett, a few miles from the main base, spotted the oddity first. That was on December 30 at 9:05 p.m.

"It looked like a big, flashing red light," Pvt. Vietz said. "I would have thought it was an airplane, but I couldn't hear any motor noise."

Called for Sergeant.

He called for Sgt. Francis R. Salinder, the sergeant of the guard, and together they watched the lights.

"It just looked like a big red light to me," Sgt. Salinder said.

The next three nights, Pfc. Harrison J. Bennett, another sentry, saw the strange objects. And, oddly, he saw them first at the same hour, 9:05 p.m.

Pvt. Bennett saw two lights Thursday night. One traveled toward the southwest, and the other toward the northeast.

"They seemed to hover together for a while," he said. "Then one disappeared, and the other moved away from the spot and finally disappeared."

At 6:40 p.m. Friday, Pvt. Bennett saw them again. The same thing happened Saturday night, this time at 7 p.m. and 7:57 p.m.

Then Sunday night, Sgt. Harlan Young saw them at 6:40 p.m., 8:48 p.m., 8:54 p.m. and 9:20 p.m.

"They seemed to be about 2,000

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"They seemed to be about 2,000 yards in the sky, and pretty close," he said.

And so last night, Maj. John Shearer, of the intelligence unit, and Maj. D. D. Pomerleau, the provost marshal, were on hand.

"You can expect them at 6:40," some one said positively.

At 6:40 p.m., there was a shout: "There it is!"

The shout brought Maj. Shearer, Maj. Pomerleau, reporters and photographers in a rush outside.

A faint, flashing red light glowed in the sky toward the southeast, near the horizon. Maj. Shearer trained his binoculars on it.

"I can see something," he said.

Later: "It looks a little like an airplane."

And still later: "Now I can see his navigational lights, too."

See Weather Balloons.

At 7:45 p.m., there was another shout from outside. Maj. Shearer went to work with his glasses again. These lights seemed to rise from the horizon almost directly upward.

"Weather balloons," Maj. Shearer said.

A few minutes later, some one spotted another blinking light. The experts said that one was a star.

At 8:15 p.m., the shout went up again.

The flashing red light this time followed an orderly course from the northeast toward the southeast, just above the horizon. Even to the naked eye, airplane navigational lights also were visible.

Maj. Shearer did some telephoning to the Civil Aeronautics Authority in Washington and asked for more information about the light.

This light, he reported later, is being installed on commercial aircraft because of higher speeds of today's airplanes. The light, known as the Grimes Beam, is of 50,000 candlepower and can be seen at a greater distance by other pilots.

1 JANUARY 1954, QUANTICO, VIRGINIA

From the air base at Quantico, Virginia, on the nights of 1 and 2 January 1954, several military and civilian personnel reported seeing an unidentified flying object pass over the area. The object was described as a flashing red light, dome shaped and appearing to be the size of a grapefruit at arms length. The object flew a relatively straight and level course and was visible for 5 or 6 minutes.

An aircraft was scrambled in an attempt to pursue the light. The aircraft intercepted an American Air Lines' Convair. In addition to the intercept, an ATIC officer proceeded to Quantico and observed this same light from the ground.

The reported light was definitely identified as being a Grimes Beacon light. These have recently been installed on several civilian passenger aircraft.

Marines Chase Flying Object With 'Copter

Two Sentries Report
Seeing Mystery Craft
In Sky Near Quantico

One of those mysterious flying objects reportedly landed near Quantico on New Year's Eve but took off again before the Marines could get the situation in hand.

A spokesman yesterday confirmed that a flying object had been reported near the base and was chased by a helicopter.

Two sentries on duty at Camp Barrett, a Marine installation about 15 miles from Quantico, "reported seeing an object in the sky and described it as a flying saucer," according to the spokesman. They notified the Officer of the Day that it had landed, and the helicopter took off from Quantico. By the time it arrived, the mystery ship had risen and was out of sight.

The news spread swiftly among Quantico personnel. One report had it that two platoons were deployed to capture the thing but this was denied by the official spokesman.

Statements were taken from the two sentries, and the spokesman said the investigation was now in the hands of "higher authorities."

The two sentries were reported off the base on pass last night and the Marine spokesman was not able to supply their description of the objects, or their report of its actions.

The spokesman reported they had been summoned to appear before high officers of the Marine Base this morning for additional statements.

Post

Washington

4 Jan 54

N.Y. H. T. Dec. 18, 1953



Associated Press wirephoto

Maj. Charles E. Yeager telling Lawrence D. Bell, president of Bell Aircraft, how it feels to fly more than 1,600 miles an hour. Maj. Yeager, whose record flight was disclosed yesterday, is holding a model of the plane which set the record, the Bell X-1A. The picture was taken at Maj. Yeager's news conference in the Pentagon yesterday.

Pilot Tells Of Flight at 1,600 M.P.H.

WASHINGTON, Dec. 17 (AP).—Maj. Charles E. Yeager told today how it feels to fly faster than any man has flown before and predicted his speed of two and a half times that of sound will be exceeded shortly.

"Physically, there is no sensation," he said. "Your ears don't drop off or anything. Actually, you wouldn't know how fast you are going unless you look at your mach instrument." This instrument measures speed in relation to sound.

But the young Air Force officer said: "It wasn't a gravy ride . . . I was quite busy . . . it did get a little hot on the skin of the plane but the airplane is built for that."

Tells of Flight

Maj. Yeager held a joint news conference with Lawrence D. Bell, president of Bell Aircraft Corp., to tell something about his flight on Saturday in the rocket-driven Bell X-1A plane.

Maj. Yeager didn't go into the effects on the plane, but Mr. Bell indicated it went through some violent shocks in the speed burst more than 70,000 feet above Edwards Air Force Base, Calif.

The Air Force announced yesterday that Maj. Yeager flew more than 1,600 miles an hour but did not disclose his exact speed. The old mark of 1,327 miles an hour was set Nov. 20 by a Navy Skyrocket.

Predicting still greater speed, Maj. Yeager said the X-2 research plane will be flying "shortly" and is expected "to shove the speed up a little higher." The X-2 has a skin of stainless steel to help resist the softening effect of heat from air friction at tremendous speeds.

The X-1A burns up its fuel supply in four to four and one-half minutes after it is dropped from the belly of a B-29. Maj.

Yeager said. The B-29 is used to take the small plane to high altitude for speed tests.

Maj. Yeager said the B-29 dropped the X-1A at 30,000 feet.

"I fired off three of the four barrels (of rockets), climbed to 45,000 feet and turned on the fourth chamber," he related. "I climbed in sort of an arc, leveled off at about 70,000 feet and shut it off." He had attained his maximum speed an instant before he shut off the power.

Asked about the visibility from the cockpit, he said: "Excellent. In fact, too good. When you can look back and see the shock waves on your wing you'd rather not see them."

He explained the shock wave from the terrifically high speed shows as a line in the air something like that from the wake of a ship in water.

JANUARY 1954 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
1954	Wabash, Indiana	[REDACTED]	Insufficient Data
Unknown	Florence, Massachusetts	[REDACTED]	Other (SEARCHLIGHT)
1	Toms River, New Jersey	Military & Civilian	Other (BIRDS)
54-56	Shreveport, Louisiana	[REDACTED] (PHOTO)	Other (INCONSISTENT DATA)
1	Melbourne, Australia	[REDACTED]	Astro (METEOR)
2	Athens, Texas (Newsclippings)(INFO)	[REDACTED]	Astro (METEOR)
2	Omaha, Nebraska	[REDACTED]	Astro (METEOR)
2	Sioux City, Iowa	[REDACTED]	Astro (METEOR)
2-4	Selverville, Tennessee	[REDACTED] (INFO)	Other (REFLECTION)
3	Blackburn, Australia	[REDACTED]	Astro (METEOR)
3	Albuquerque, New Mexico	[REDACTED]	A/C
5	Toowoomba, Australia	[REDACTED]	Insufficient Data
6	Oscoda, Michigan	Military	Insufficient Data
7	Gate City, Virginia	Multi Civilian	Astro (METEOR)
8	Berlin, Germany	Unknown - Civilian	Balloon
8	Millbrook, Alabama	[REDACTED]	Astro (METEOR)
10	North Atlantic (Hydrographic Bulletin)(INFO)	[REDACTED]	Astro (METEOR & JUPITER)
10	York, Pennsylvania	[REDACTED]	Balloon
10	Westminster, Maryland	[REDACTED]	Astro (METEOR)
10	Las Vegas, Nevada	[REDACTED]	Insufficient Data
13	NE United States, Canada (Newspaper)(INFO)	[REDACTED]	Other (Atmosphere Disturbance)
13	Oscoda, Michigan	Military	Astro (METEOR)
14	Melbourne, Australia	[REDACTED]	Insufficient Data
14	Kelly AFB, Texas	Military (RADAR)	Other (Atmosphere Disturbance)
15	Mallala, South Australia	[REDACTED]	Astro (METEOR)
15	Melbourne, Australia	Unknown - Civilian	Balloon
16	Picayune, Mississippi	[REDACTED]	A/C
17	Greenshill, Ohio (INFO Newsletter)(INFO)	[REDACTED]	Insufficient Data
17	Morris, South Australia	[REDACTED]	Insufficient Data
18-19	North Atlantic (Hydrographic Bulletin)(INFO)	[REDACTED]	Insufficient Data
19	North Atlantic (Hydrographic Bulletin)(INFO)	[REDACTED]	Insufficient Data
19	Manston AFS, England	Military	Balloon
21	Waco, Texas	Military	Insufficient Data
22	West Point, Kentucky	[REDACTED]	Other (Searchlight or Spotlight Activity)
22	Buena Park, California	Multi Civilian	1. A/C 2. Insufficient Data
23	Naperville, Illinois	[REDACTED]	A/C
25	Las Cruces, New Mexico	[REDACTED]	Astro (METEOR)
28	Seneca Lake, New York	Military	Balloon
28	Blackstone, Virginia	Multi Civilian	Balloon
28	Warrington, D.C.	Military	UNIDENTIFIED
28	Rangely, Maine	[REDACTED]	Insufficient Data
29	Cold Bay, Alaska	Military	Insufficient Data
30	North Pacific (World of Flying Saucers)(INFO)	[REDACTED]	Insufficient Data
30	North Pacific (Hydrographic Bulletin)(INFO)	[REDACTED]	Insufficient Data

DISPOSITION FORM

SECURITY CLASSIFICATION (if any)

FILE NO.

SUBJECT

(U) Report of Unidentified Aerial Phenomena

~~X~~ THRU ATK
ATLA
TO ATLAE
ATTN Capt Hardin

FROM ATIS

DATE 7 Jan 54

COMMENT NO. 1

Maj Glasebrook/rm
52233/B263/PC44

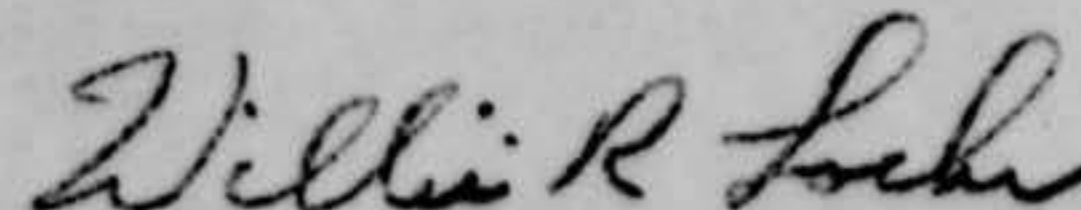
1. While on a trip to the Director of Intelligence in connection with Project 60006, Maj C. R. Glasebrook was requested by Lt Col Smith in Gen Samford's Office to proceed to Quantico Marine Base to investigate the report of flying saucers.

2. Photographic equipment was procured through Lt Col Thacker, Air Attache Branch, and the control tower at Bolling Air Force Base. His instructions were to evaluate the phenomena and if it was something explainable to give that to the Marines to relay to the press and if something that could not be contributed to natural causes, the Marines were to be given a copy of the written report at a later date.

3. Maj Glasebrook proceeded to Quantico at 1800 hours arriving at 1900 hours going to the Tank Park in the Guadalcanal Area and reporting to Maj Ferguson, Marine PIO. Maj Ferguson briefed him on the happenings of the past three nights. At 1945 hours a Marine corporal reported that the phenomena was appearing again. Maj Glasebrook and Maj Ferguson went outside and observed a flashing red light which appeared in the north and passed over the northeast section of the Danger Area in a southeasterly direction. It was readily apparent that this was the Grimes Beacon on a commercial air liner as Maj Glasebrook could see both wing tip identification lights at one time, in addition to the Grimes Beacon. This information was given to Maj Ferguson and, at a later time, released to the press.

4. Attached is a copy of the press release which appeared in the 5 January 1954 edition of the Evening Star.

5. This information was relayed to Gen Samford's Office upon Maj Glasebrook's return to the Washington Area.



WILLIS R. LOEHR, Major, USAF
Acting Chief, Technical Services Division
Air Technical Intelligence Center

1 Incl

Clipping fr newspaper

31 DEC 53 01/0 2022 QUANTICO, VIRGINIA
NBR. 00231

AT192

C-1 [REDACTED] PRIORITY
FM COMDR 647 ACW SQ NEWCASTLE ARPT WILMINGTON DELAWARE
TO COMDR 4710 DEP WG
COMDR EADF STEWART AFB NY
COMDR ADC ENT AFB COLO
HQ USAF WASHDC FOR DIR INTELL
COMDR ATIC WPAFB OHIO FOR DIR OF INTEL

UNCLASSIFIED

noted by
AT1
4 Jan
J. A. A. 4 Jan
H. R. File

CITE ACCC 500
UNIDENTIFIED FLYING OBJECT REPORT. /UFOB/ REFERENCE AIRFORCE
REGULATION 200-2. PAR 1 (A) DOME SHAPE. (B) SIZE OF A BASKETBALL
AT 1000 YDS. (C) RED. (D) 2. (E) NO PARTICULAR FORMATION-STRAIGHT
PATH OF FLIGHT. (F) NEG. (G) NEGATIVE. (H) NEGATIVE. (I) SAID IT
LOOKED LIKE RED LIGHT ON POLICE CAR. PAR 2. (A) JUST APPEARED IN SPACE

AT 2332Z. (B) DUE SOUTH FROM TANKSHED AT SCHOOL DEMONSTRATION TANK
PART MARINE CORP RESERVATION, QUANTICO, VIRGINIA, ELEVATION ANGLE
30 DEGREES. (C) TRACKED FROM SOUTH TO EAST ELEVATION ANGLE 30 DEGREES.
(D) NON MANUEVERS STRAIGHT FLIGHT. (E) JUST DISAPPEARED OUT OF SIGHT
OVER HORIZON. (F) IN VIEW FOR 6 MIN. PAR 3. (A) GROUND VISUAL.

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER
BEFORE DECLASSIFYING

PAGE TWO NBR 00231

(B) NEGATIVE. (C) NEGATIVE. PAR 4. (A) 2332Z, 31 DEC 53; 0010Z,
1 JAN 54; 0202Z, 1 JAN 54. (B) NIGHT. PAR 5. TANK PARK DEMONSTRATION
MARINE CORP SCHOOL, QUANTICO, VA. US MARINE CORPS RESERVATION
MAP SHEET NR 3 REF NR 409674. PAR 6. ALL PERSONNEL LISTED ARE STATIONED
AT QUANTICO, VA, CWO W H BIECKE SUPPLY CO SERVICE BATTALION ACCOUNTABLE
OFFICER ORDNANCE SUPPLY. [REDACTED] SERVICE BATTALION D,
SGT [REDACTED] SGT OF THE GUARD WATER CANAL AREA. PFC [REDACTED]
TANK DRIVER WEAPONS CO. PFC [REDACTED] TANK DRIVER TANK PLATOON WEAPONS
CO. PFC [REDACTED] LOADER. PFC [REDACTED] GUNNER. PFC C [REDACTED]
PFC [REDACTED] ASST DRIVER. CPL [REDACTED] TANK COMMANDER. PVT [REDACTED]
[REDACTED] R. CPL [REDACTED] R TANK COMMANDER. PFC [REDACTED] DRIVER.
ESTIMATE OF RELIABILITY, FAIRLY RELIABLE. PAR 7. (A) WEATHER CLEAR.
(B) SURFACE WIND AND VELOCITY, WEST NORTH WEST 8. WINDS ALOFT
6000 FT, 300 DEGREES-51 KNOTS. 10000 FT, 310 DEGREES-50 KNOTS.
16000 FT, 310 DEGREES-30 KNOTS. 20000 FT, 95 KNOTS. 30000 FT, 290
DEGREES-99 KNOTS. 50000 FT, 270 DEGREES-80 KNOTS. 80000 FT, UNK.
(C) CLEAR. (D) 15 MILES. (E) CLEAR. (F) NEG. PAR 8. NEG. PAR 9.
NEG. PAR 10. NOT APPLICABLE. PAR 11. QUANTICO AIR BASE HAD NO
HELICOPTERS OR AIRCRAFT FLYING AT TIME OF SIGHTINGS, WASHINGTON
CAA HAD NOTHING IN AREA OF SIGHTINGS THAT COULD BE CORRELATED. PAR 12.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS;
DOD DIR 5200.10

PAGE THREE NBR 00231

[REDACTED], 1ST LT, DIRECTOR, RATED AIRCREW MEMBER RADAR OBSERVER.
OBJECT COULD POSSIBLY BE UNKNOWN CIVILIAN AIRCRAFT FLYING WITH PASSING
LIGHTS ONLY. AVAL INFO AT PRESENT TIME PRECLUDES ANY DEFINITE CASE OF
THE SIGHTINGS

UNCLASSIFIED

[Faint, illegible markings]

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 (372) GROUP A1-DYF: (37

1. The first part of the document is a list of names and their corresponding dates of birth. The names are listed in a column on the left, and the dates are listed in a column on the right. The names are: John Doe, Jane Doe, and John Doe. The dates are: 1/1/1900, 2/2/1901, and 3/3/1902.

JAN 1954 07 53 2 Jan 54 17 20 2 Jan 54 17 24 2

56194
53114

Mc

Received
ATIC
1320 - 2 Jan 53
[Signature]

1. YATTA
2. *[Signature]*
3. *[Signature]*
4. R. File

RA017M

WPE044AYDA020

TYA106

TMA014

JEPNL 15

OO JEDEN JEDWP JEPHQ JEPNB JEPNY 555

DE JEPNL 05G/03-Y

O 021430Z

FM COMDR 647TH AC&W SQ MANASSAS VA

TO JEPHQ/DIR OF INTELL HQ USAF WASHDC

JEDEN/COMDR ADC ENT AFB COLO SPGS COLO

JEDWP/COMDR AATTIC WRIGHT PATTERSON AFB O

JEPNB/COMDR EADF STEWART AFB NY

JEPNY/COMDR 26TH ADIV DEF ROSLYN NY

ZEN/COMDR 4710TH DW NCCA WILM DEL

ACC 07 PD ATTN: DIR OF INTELL PD UFOB, IN COMPLIANCE WITH AFR
200-2, DATED 26 AUGUST 53, THE FOLLOWING INFORMATION IS SUBMITTED:

1. AA. DOME SHAPED
- B. SIZE OF GRAPEFRUIT.
- C. RED
- D. VARIED FROM ONE TO THREE
- E. NONE
- F. NONE
- G. NONE

PAGE TWO JEPNL 05G

I. NEGATIVE

2. A. SUDDEN APPEARANCE OF BLINKING RED LIGHT

B. ELEVATION 30 DEGREES 180 DEGREES FROM OBSERVER.

C ELEVATION 30 DEGREES. 090 DEGREES FROM OBSERVER.

D. QUARTERCIRCLE, STRAIGHT AND LEVEL FLIGHT.

E. BLINKING RED LIGHT SUDDENLY WENT OUT. OBJECT NO LONGER VISABLE.

F. FIVE TO SIX MINUTES.

3. A. GROUND-VISUAL.

B. NONE.

C. NOT APPLICABLE

4. A. FIRST SIGHTED AT 2307Z, 1 JAN 54 SIGHTED THEREAFTER AT 0005Z,
2 JAN 54., 0016Z AND 0055Z.

B. NIGHT.

5. NJ34-38/ ^{WEST LONGITUDE} ~~235 79, 835733~~ 77.49 AND NORTH ATITUDE 38.45

6. A, NONE

B. [REDACTED], SGT, USMC, GUADACANAL HEADQUARTERS, QUANTICO,
VIRGINIA, SERGEANT OF THE GUARD. F-2.

[REDACTED], S/SGT, USMC, GUADACANAL HEADQUARTERS, QUANTICO, VIRGINIA.
DOG CATCHER, F-2.

[REDACTED] CPL, USMC, GUADACANAL HEADQUARTERS, QUANTICE, VIRGINIA.
OPERATIONS, F-2

PAGE THREE JEPNL 05G

[REDACTED] LT, USMC, GUADACANAL HEADQUARTERS, QUANTICO, VIRGINIA
COMMANDING OFFICER , F-2.

[REDACTED] ISGT, USMC, GUADACANAL HEADQUARTERS, QUANTICE, VIRGINIA.
PATROLMAN. F-2.

7. A. CLEAR.

8. WEST NORTH WEST AT 10 KNOTS.

6,000 280/50

10,000 330/70

16,000 280/90

22,000 290/91

30,000 290/87

50,000 8280/158

80,000 NOTAVAILABLE

C. UNLIMITED.

D. 15 PLUS

E. NONE

F. NONE

8. NEGATIVE.

9. NONE.

50. SCRAMBLED ONE F-94C, WHICH PROCEEDED TO QUANTICE TO INVESTIGATE

LIGHTS. INTERCEPTED ONE AMERICAN AIR LINES CONVAIR, FLIGHT 402, WHICH LANDED AT WASHINGTON INTERNATIONAL AIRPORT. FLT 402 WAS INTERCEPTED AT ~~014.2~~ JAN 54. FLT 402 WAS 7 MILES SOUTHEAST OF WASHINGTON NATIONAL AIRPORT AT TIME OF INTERCEPTION.

11. CHECKED WITH ALL ADJACENT AGENCIES. OTHER THAN FLT 402, NO OTHER AIRCRAFT IN THE IMMEDIATE AREA OF SIGHTING.

12. ~~REDACTED~~ 1/LT. U.S.A.F. DIRECTOR AND RATED AIRCRAFT OBSERVER. MY ANALYSIS OF THE SITUATION IS THAT THE UNKNOWN OBJECTS COULD POSSIBLE BE AIRCRAFT LANDING TO THE NORTH AT WASHINGTON ~~INTERNATIONAL~~ ~~INTERNATIONAL~~ MAKING A PATTERN THAT WOULD TAKE THE AIRCRAFT TO THE SOUTH OF A POINT AT NJ34-38 WEST LONGITUDE 77.49. AND NORTH LATITUDE 38.45. THEN GOING IN A QUARTER CIRCLE PATTERN TOWARDS WASHINGTON INTERNATIONAL AIRPORT. IN THIS PATTERN THE RED PORT NAVIGATION LIGHT WOULD BE TOWARDS OBSERVER UNTIL PASSING OUT OF SITE ON HORIZON. IN REFERENCE TO ITEM 10. ON COMPLETION OF THE INTERCEPT I CHECKED WITH WASHINGTON INTERNATIONAL AND THEY STATED THAT IN THE PAST THREE MONTHS A RED FLASHING ANTI COLLISION LIGHT HAS BEEN INSTALLED ON SEVERAL CIVILIAN PASSENGER AIRCRAFT. I BELIEVE THAT THESE LIGHTS COULD POSSIBLY BE CAUSING THE SIGHTINGS OF THE RED FLASHING OBJECT.

02/1540Z JAN JEPNL

IFIED—READERS' CLEARING HOUSE
CIETY—CLUBS—RADIO—COMICS

The Evening Star



WHAT THOSE QUANTICO MARINES SAW—What seems to be a series of lights here is the same light, in a tin liner takes off at Washington National Airport. This navigational aid, a Grimes Beacon of 50,000 candlepower beneath are the plane's other lights. The flashing light, intelligence officers said, is what Marines at Quantico s